eclipsed all previous gatherings.

NEW-YORK, WEDNESDAY, JULY 10, 1895.-TWELVE PAGES. A WHOLE FAMILY DROWNED.

THE CORNELLS ROW OVER THE COURSE WITHOUT THE LEANDERS.

THE ENGLISHMEN NOT READY FOR THE WORD FROM THE LONDON CLUB AND ETON FROM THE THAMES-THE COR NELL CREW TO RACE WITH

which beat the Henley Rowing Club easily in Henley-on-Thames, July 9.-The weather was

In the second heat First Trinity (Cambridge) beat Trinity Hall (Cambridge) by three lengths. Calus College (Cambridge) won the third heat, beating the Kingster. Rowing Club by two and a half lengths. The fourth heat was won by Molesey Rowing Club, beating the Thames Rowing Club by two lengths.

four ears, was wen by Trinity (Oxford), bea Caius College by a length and a half in 8:14. The first heat in the Diamond Sculls (singles

the Grand Challenge Cup race resulted in the pitting of Cornell, on the Berks side of the course, against Trinity Hall (Cambridge), on the Bucks

signs and flags, the American, English and

French colors predominating. The large borges

of Balliol, St. John and other Oxford and Cam-

bridge colleges lay at anchor near the winning

post, surrounded by a great number of launches among them W. W. Astor's Mignonette, Lore Charles Beresford's Phantom, Sir H. E. D.

Minneapolis; Lord and Lady King, Lady Peyton

Minneapolis, Lord and Lany King, Landy and General Sayor, of the Royal Dragoons.

Elias Jessurun, London director of the New-York mercantile house of Gordon & Dilworth, entertained a party of Americans on hoard his launch. On Newton Crane's launch the guests included Judge Lefevre, of Colorado; E. M. Judson, of St. Louis, Miss Kirkpatrick, of Colorado, Miss Sterger, of Memphis, and Miss Jackson, of St. Louis,

There was a great deal of friendly interchange

There was a great deal of friendly interchange of visits among the occupants of houseboats and launches. Ambassador Bayard made brief-calls on most of the American boats. There is great rejoicing among the Americans over Cornell's success in setting their first heat.

There is greater than the control of the control of

THE UMPIRE IS FIRM.

HE SAYS HE HEARD NO PROTEST FROM THE

LEANDERS UNTIL AFTER THE START, WHICH

HE DEEMS TO HAVE BEEN PAIRLY MADE.

Henrey-on-Thames, July 9.—The failure of the Leander eight to start in the heat which they were to contest with the Cornell University crew was a

great disappointment to the Thames oarsmen. The

Leanders were supposed to be the strongest crew of

the river, and were thought to have the best char-

had gathered along the course. Shortly after the starting signal was given the American boat could

obscured the view, but this belief was dispelled when, as the Cornell crew neared the finish post in

absence at the finish created a scare among the sup

porters of the English crew, and many were the

The Ithaca men rowed a fine race, although they were unopposed. They came in looking cool and fresh, and were greeted with bursts of cheers by the spec-

tators, many of whom took up the Cornell cry which was started by the friends of the crew and

repeated again and again all along both shores.

When the umpire's launch came up to the presinclosure it was learned that Mr. Willand gave the

word to start after having asked the crews if the

grand style, the Leanders were still invisible.

easons assigned for their failure to appear.

n from the Berks shore far down the river The Leanders were not in sight, and it was at first supposed that the crowds of boats along the banks FIVE PEOPLE LOSE THEIR LIVES BY THE CAP-SIZING OF A SAILBOAT ON LAKE KEUKA. Bath, N. Y., July 9.-A drowning accident oc-

curred off Bluff Point, on Lake Keuka, at about 1 o'clock to-day, by which five persons lost their lives. Terry Tufft, with his wife and three children, left n's Landing in a sailboat to cross the lake. A strong wind was blowing and when opposite the point the boat was capsized and the whole family were drowned. No one saw the accident, and the boat was not discovered until 3 o'clock, when the bodies were recovered in about ten feet of water. The Tuffts lived on a small vineyard near Gibson. BRISTOL HARBOR. Bristol, R. I., July 9 .- The outlook to-night is

THIS JOHN SPOKE FOR HIMSELF.

BOAT CAPTAIN GAVE A COLLEAGUE \$200 TO HELP HIM GET A WIFE, BUT THE LATTER KEPT THE MONEY AND MARRIED THE WOMAN.

A queer sult was yesterday on the docket in the Hoboken District Court. The complainant is Walter Fogarty, captain of the canal-boat Eclipse, and the defendant is John Fitzpatrick, captain of the canal-boat Orion. The amount involved is Fitzpatrick to secure his services in pron marriage between himself and Margaret Healey, employed on the Orion as cook. Fitzpatrick, as Fogarty alleges, married the woman shortly after and used the \$200 in furnishing apartments, he having tired of living on the canal-boat. The day for the trial has not yet been set.

UNCONSCIOUS FROM AN ELECTRIC SHOCK

CHARLES HART BUSILES INTO A CELLAR TO PUT OUT A FIRE AND IS BURNED BY A LIVE WIRE. The insulation of an electric light wire in the st. and Avenue A, burned out at 7 o'clock last night and he dashed downstairs to put out the fire The clamps holding the wire was hanging down across the doorway. In the blinding smoke Hart ran into it and fell unconscious, with his neck and face where the wire hat touched them badly searched. The bartender, who had followed him downsairs, put out the fire by throwing a few palls of water upon it, and called Policeman O'Connor's attention to Hart's condition. A hurry call was sent in for an ambulance, and Ambulance Surgeon Foskett, of Bellevue Hospital, who responded, succeeded in restoring Hart to consciousness. He was removed to the hospital to have his burned face treated, and will be able to return to work to-day.

NANTUCKET'S CENTENNIAL.

A HUNDRED YEARS SINCE ITS NAME WAS CHANGED FROM SHERBURNE.

Nantucket, Mass., July 9.-It is 100 years since the name of this town was changed from Sherburne to Nantucket, and the natives to-day began a three-days' celebration of the occasion, assisted by aindreds of visitors. The town is handsomely fecorated and all the vessels in the harbor are patiery salute at sunrise. A concert followed

nicket in Its Palmy Davs, poem, "Our Island Miss Emma L. Nickerson; address by Miss Island"; address, Alexander Starbnek, "Historical Matters Leading to Both the Centennial and the

post, surrounded by a great number of launches, among them W. W. Astor's Mignonette, Lord Charles Beresford's Phantom, Sir H. E. D. Gooch's Mascotte, and the launches of the Lethauan Club, the Sports Club, the Thames Rowing Club, and many others. Ambassador and Mrs. Bayard and the officials of the American Empassy had a special launch, and a large party of Americans were on board the bouseboat House-et-Noir, one of the finest of that kind of craft on the river. She was decorated with awnings, flags and flowers, and looked like a floating palace. Among those on board were President and Mrs. Seth Low, Charles Dudley Warner, the Misses Grace, Messrs, Douglas and Samuel Sothern, F. H. Howell and B. Howell, of New-York. The boat will remain here a week, and it is expected that the party on boa d will be the guests of the American Ambassador and of Secretary Roosevelt, Lieutenant Commander Cowies and At 2 p. m. Charles Carleton Coffin delivered an pration on "Nantucket's Place in the History

BADLY BITTEN BY A VICIOUS CAT.

THE REFRIGERATOR IN THE CELLAR.

of his house. Albert Durlington, editor of a Montclair (N. J.) caper, went into the celiar of his home yesterday to get something from the refrigerator. Just as he reached the lowest step a huge cat sprang upon he reached the lowest step a huge cat sprans upon him from a dark corner. The cat fastened its claws in Mr. Darlington's arm and tore at his face biting and scratching furiously. Before the editor could release himself the animal had buried its test and claws in his flesh repeatedly. The injuried man's many wounds were cauterized by a physician. His hands and face are badly swollen, but serious results are not expected.

MORE INCREASES IN WAGES.

Reading, Penn., July 9.-The Brooke Iron Company. Birdsboro, has just posted notices in the rolling-mill that, beginning July 19, the wages of employes will be restored to the figures paid before the last reduction in May, 1894. It will affect nailfour hundred and fifty in all will be benefited by

the increase. It will be 10 per cent.
Oswego, N. Y., July 9.—Seven hundred employes
in the big worsted mills at Oswego Falls were agree-In the big worsteel mids at Oswego Pans were astre-ably surprised yesterday by the posting of a notice announcing an increase of wages in all the depart-ments, varying from 5 to 20 per cent. The increase was not asked for by the employes. The mills are the largest in the Stale, and owned by Charles Fletcher, of Providence, it. I. The mills have been running hight and day for a year.

RESCUED FROM THE SURF AT ASBURY PARK Asbury Park, N. J., July 9 (Special) .- A nearly fatal drowning accident occurred at the ave, bathing grounds to-day, Charles F. May, a on of J. H. May, of New-York, left his mother on the sand and went into the surf. The breakers the sand and went into the surf. The breakers were running high, and a heavy one caught him and threw him down. The undertow was sweeping him out, when two buthing-misters went to his rescue. The young man was unconscious when he was laid on the beach. He was removed to the Willard Hotel, and it was nearly two hours before he was

TELEGRAPHIC NOTES.

Guthrie, Okia. July 2.—There was great excitement at Hennessey last night over the arrest of nearly all the prominent citizens of Union Township, On Sunday night they attempted to eyiet E. D. Flynn, uncle of Congressman Flynn, from a piece of land which he leased six months ago. Fifty men marched to his place, stampeded his cattle ani made a bondre of his household goods. They ordered Flynn and his family to leave the country. Their arrest followed yesterday.

country. Their arrest followed yesterday.

Oneonta, N. Y. July 2.—Seymour Smith, son of S. G. Smith, of Plainfield, N. J., was shot and instantly killed at Hartwick, eighteen miles from this place, yesterday afternoon. Smith, with a companion, was bathing when a young man namel sternberg came along, shooting frogs. While he was explaining the working of his rife to the boys the weapon was discharged, the buillet entering Smith's left breast. Smith was fifteen years of age. His father is a tea finisher and packer at No. 129 Water-st., New-York.

Pana, Ill., July 9.—J. L. Dickson, superintendent of the Penw Il Colliery, and well known to coal operators and dealers throughout the United States, was crushed to death between a coalcar and the mine elevator this morning.

St. Louis, July 9.—A dispatch to "The Chronicle" from Mount Pleasant, Tex., says that a mob visited the house of a colored man named Young, one mile north of that place, at 2 o'clock this morning, in search of a horse-thief supposed to be concealed in the house. The nob fired on the family, killing an eighten-year-old son and fatally wounding Mrs. Young. More trouble is expected, as the negroes there threaten vengeance.

Youngstown, Ohio, July 9.—Differences existing among the officers of the E. M. McGillan Company, dry goods me-chants of this city, resulted to-day in the company causing the arrest of N. J. Roche, the secretary, on charges of embezzling funds and beginning built to recover \$3,900, which the company asserts he took from the business without authority. Roche denier the charges.

Watertown, N. Y., July 9.—Elijah J. Fulton, a wealthy resident of Antwerp and brother-in-law of State Assessor John D. Ellis, committed suicide in bed early this morning by drawing a razor across his throat from ear to ear. His body was found by his adopted daughter at breakfast time. He had suffered for several years from kidney disease, and it is believed that the increasing intensity of the pain led him to take his life. He was eighty-four years old.

WORKING ON THE DEFENDER

PREPARATIONS FOR THE RACE WITH THE VIGILANT.

DAY-THE VIGILANT ARRIVES

that the Defender will have another test of her sailing powers on Thursday. There is, however, dition. But there is no doubt among yachting experts that she will make a more satisfactory showing than on Sunday last, when, in a spin with the Colonia, she showed a clean pair of heels -rather, a clean rudder-head-to that yacht, which has no mean record. Of course, much of the work being done on the Defender is in finishshe was launched. This really ought to be comwill be more in the condition of a completed yacht. Another necessary bit of work is the repairs to

The repairs were begun on Monday, but were interrupted by the showers this morning. It cleared in the afternoon, and then the work was Thursday, but perhaps not before Friday. Mr. Iselin is anxious to have the trials at as early a day as possible, so that he can take the yacht to New-Rochelle and make her ready for the specia regatta of the New-York Yacht Club on July 20 He would like to start from here as early as Saturday, or Sunday at the latest. In addition to the work on the inside and also on the braces, it bag, and this was due to the new pattern of the mainsail, by which it has a greater peak than ha

Herbert C. Leeds, representing Mr. Iselin, who is now in New-York, was giving his personal attention to the work to-day, and he had the assistance of the Defender's expert skipper, Captain Haff. Captain Haff, who recently had a surgical operation performed on his face, has not been in his best physical condition the last few days, but was on board of the yacht about three hours. He of the salling qualities of the Defender, and felt that she would not only defend the America's Cup. but would add greater emphasis to the fact that American yacht designers and yacht builders are Captain Haff spoke remarked: "I fear that Captain Haff overlooks the fact, from personal modesty, perhaps, that the winning of yacht races is also largely due to the expertness in which the

the Defender, replied: "Things in yachting have the Defender, replied: "Things in yaening nave completely changed. Our boats seem to be doing better in strong weather, if we are to judge from the success of the Niagara among the twenty-raters and some of the other boats. In the races for the America's Cup between the Defender and the Valkyrie III the only thing we need to apprehend is a moderate wind and smooth sea. But with good, strong weather the Cup will be safe." Speaking of Sunday's trial, a well-known yaentsman said this of the Defender: "She is remarkably quick in stays. She comes about very quick." id apparently turns in her own length

ARRIVAL OF THE VIGILANT, world. E. A. Willard, the representative of minutes later her wheher was dropped just outside of the Colonia. It was known that the Vigilant had arrived off Newport and that she expected to run up to Bristol this morning; hence there was great expectancy, and sharp eyes were kept in the direction toward Newport until the great white sails were sighted about six miles away off the point of Hog Island. She presented a picture such as is rarely seen. She really made the run from Goat Island to her anchorage, a distance of fourteen miles, in forty-four minutes. Since last season there have been several alterations made in her, the principal one being the change of the lead from the inside to the outside of the keel. Even if there was no Defender to meet Valkyrie III, it is admitted that the Vigilant would more than prove the wise selection of her meet Valkyrie III, it is admitted that the Viginant would more than prove the wise selection of her name if called upon to meet the new English contestant for the coveted America's Cup. But her prowess will be tested to-morrow or an Friday if the Defender is ready to try comparis as. If she is not, then the Vigilant may not sail with her, for Mr. Willard says she can be here only two or three days. It is a fact there is great rivalry on the part of the Vigilant's crew agains that of the Defender, and both are anxious for the race at once and over the Newport course.

After the Vigilant had come to anchor there

THE REAL TEST OF HER ABILITIES WILL BE THE TRIAL RACES OFF SANDY HOOK TO ENTER

as it was announced that he would. It is probable though, that he will be here to lav.

The Defender will go to Newport for a few trials off the Brenton's Reef Lightship, then come to the eral feeling of satisfaction over the new cup

ing of aluminum and copper this extreme light- NEARLY A SCORE KILLED. ness of the Defender's upper works has been secured. It is not believed by this expert that the slight changes mentioned in yesterday's dispatches. A PILGRIM TRAIN TELESCOPED ON THE parts of the Defender's plan, will materially affect her sailing qualities. He does not believe that the big single-stickers will come together before the real trial races in September. He bases this belief on the experience of former years and asks tember trial races, no matter how much talking is done during the summer by their owners.

Another enthusiastic yacht club memb

emarkably fast light-weather salier. There question in my mind about the Defender ben Instest hoat yet produced. The principal i st is in her novel construction, if she bea strains, it is hard to see why she should be herself far faster than anything ever built.

ALTGELD CHARGES BRIBERY.

CEMBERS OF THE LEGISLATURE, HE SAYS, WERE PAID FOR SUPPORTING A RACING BILL.

Chicago, July 9 .- A morning paper prints a dispatch from Springfield containing an interview with Jovernor Altgeld regarding the alleged bribery in onnection with the attempt made to pass the Legislature. The Governor, according to the disoatch, expressed himself as follows:

It is a fact that certain members of the General seembly were paid large sums for their support of the Humphrey law. One member, I am told, was id \$5.000 by an officer of the racing association. m of our State institutions. It some rs who make a practice of selling their ney could be sent to the penitentiary he hest thing that could happen to the onviction and punishment of legisla-would free the Legislature from such

FUNERAL PROCESSION INTERRUPTED.

A TROLLEY CAR RUNS INTO A COACH, KNOCKS DOWN THE HORSES AND FRIGHTENS THE OCCUPANTS.

Trolley-car No. 549, of Elizabeth, ran into one o the coaches of a funeral procession passing through Bland-st., in that city, yesterday. The team of the collision and badly cut about the legs and body. The harness was almost torn from the animals and the ceach upset. Four women who were in the vehicle were badly frightened. They were somewhat bruised.

TWO MURDERS BY MASKED MEN.

A YOUNG MAN AND HIS AGED FATHER KILLED IN KENTUCKY.

Louisville, Ky., July 9.-Howlett Howton alled to his door at Lewiston last night and engaged in conversation by a man unknown to him. om in the presence of his wife and daughters, so not the shots would not hit any other member of se family, and then fired several times. No cause or the double murler is known. Young Howton ormerly belonged to a rough gang.

of his wife lying on the kitchen floor. Her chin was gashed to the bone, several teeth were knocked out, and her throat was swollen and black, as if from strangulation. The floor had been freshly anshed, but a broken glass for gave evidence of a hay told conflicting stories and were arrested. It is said that the mother and daughter quar-

relied, and that the old body started to punish the girl. It is supposed that young Chesbro came to his aunt's assistance, and in the struggle which ensued Mrs. Pierce was beaten and choked to death y her daughter and grand on. Both prisoners protest their innocence. Although the boy has been under a constant fire of questions since his arrest, he has said nothing to incriminate himself. He mays that he was repairing a fence at the time the murder occurred. When he went to the house the door was locked and he could not get in. He then went to Berlin after the mail and did not hear of the murder until his return at noon. Mary says that the last time she saw her mother alive she was washing dishes in the kitchen. She went out into a field, and when she returned an hour later she found her mother dead on the kitchen floor. She saw a strange man near the house at the time. It is believed that young Chesiro will break down and confess. The girl is cool and collected and ex-presses no sorrow at the d ath of her mother.

WHISKEY TRUST AGAIN ATTACKED.

ANCELLATION OF THE LEASES OF TWO BIG DISTILLERIES TO BE ASKED FOR.

Chicago, July 9.-Edwin Walker to-day served notices on the directors and the receiver of the Whiskey Trust for Joseph B, Green-hut and Samuel M. Woolner that under the recent decision of the Supreme Court of Illi nois, declaring the present Trust illegal, they would, as trustees of the Great Western and Wool-ner distilleries, of Peoria, respectively, ask for cancellation of the leases of these properties now from the present trustee by the Trust at a big how they can keep the money and the properties, too. Suits will, however, be instituted in the State courts for the possession of the two distilleries In speaking of the matter to-night, Attorney Levy Mayer said:

Mayer said:

We have heard a great deal from time to time as to what our opponents would do. Since the decree of sale was entered their threats and these last notices are of as much interest to us as is the name of the chief of Matabeleland.

Mr. Walker to-day sald he would not bring the Whiskey Trust case before the Supreme Court until October. The transfer of the property to the Re-organization Committee will by that time be com-

PENNSYLVANIA ARMOR SHIPPED TO RUSSIA Bethlehem, Penn., July 9.-A ballistic test plate of the Russian armor order was shipped to-day by the Bethlehem Iron Company to Admiral Verchowsky, at St. Petersburg, Russia. The plate is a turret plate and weighs five tons and thirteen hundred-weight. PRICE THREE CENTS.

GRAND TRUNK. OVER PIFTY PERSONS INJURED-THE ENGINEE

OF THE SECOND TRAIN IS THOUGHT TO HAVE BEEN ASLEEP-SCENES AT THE AC-

> CIDENT - CARING FOR THE WOUNDED AT LEVIS.

Craigs Road, Quebec, July 9 .- In the early hours of this morning there occurred an accident on the Grand Trunk road at the station here that has seldom been excelled in horror by A special excursion passenger train, rushing along in the darkness of the early morning, crashed into another train of the same kind preceding it, and killed, it is believed, nearly a score, and the wounded number over fifty.

The following is a list of the dead and injured

MERCIER, Rev. J. L., DELICOURTE, Miss, Shef-DIGNAN, Rev. F. P., Wind- Aunt of Miss Valin, name FARRELL, John, Caple- Levis.

INJURED. CADIEUX, John, Danville, OUINIAN J. Montreal, CAYER, J. B. Danville, REMILARD, Cyrille, She CAYER, Seraphine, Dan-brooks, GOSSELINE, Delina, Sher Virginia, SILVESTRE, MORIN Mrs. Louis, Wind-Louise, Artha-GAUDET. M'HUGH, Patrick, Caple-ALARD, Pierre, Richmond. Winds BARIL, Antonio, Artha- GODAR

The trains that came in collision were special excursion trains filled with pligrims en route from Sherbrooke, Richmond and Windsor mills to Levis, where they were to cross over to Quebec pré. The trains were following each other, with an interval of some twenty minutes between them. The forward train was making good time, having left Richmond at 10 o'clock the night before. On the rear of this train was a Pullman, in which were the priests and others in charge of the party, and it was in this car that most of the loss of life occurred. The first train reached this station, which is fourteen miles west of Levis, about 3 a. m., and stopped at the tank to take water. Due precautions were taken, and the semaphore thrown to danger against the following train. Only the trainmen were out and about attending to their duties. The Pullman car in the rear was wrapped in silence and the sleepers were unaware of the terrible fate that

Suddenly there was a great crash. The second train coming at full speed had dashed into the rear Pullman of the first section. So great was the impetus of the coming train that the engine embedded ,tself in the palace car, and the latter plunged forward and partially telescoped the car plunged forward and partially telescoped the car immediately in front. Every berth in the Pull-man was wrecked, and some of the occupants who were killed never knew what happened to them. They died sleeping. Others awoke to their terrible surroundings and position, maimed, bleeding and bruised, conscious of little else but the agony that racked them. It was an awful scene. The cries of the wounded and the moans of the dying mincled with the shouts of those of the dying mingled with the shouts of those who had escaped; the hurrying forms of the trainmen with their flickering lanterns, all combined to make a sight at once dramatic and

herrible.

The work of rescue was begun as soon as possible. When the blinding clouds of steam had subsided, the train men, priests and others got together, and the dead and wounded were taken from the ruins of the ergine, the Pullman and the first-class cars, and removed to temporary counters where the women of the party minisroom in the presence of his wife and daughters, so that the shots would not hit any other member of the family, and then fired several times. No cause for the double murder is known. Young Howton formerly belonged to a rough gaug.

MURDERED IN HER KITCHEN.

A PARMER'S WIFE BELIEVED TO HAVE REEN KILLED BY HER DAUGHTER AND GRANDSON.

Grand Haven, Mich., July 2.—Mrs. Levi Pierce, the wife of a farmer, was beaten and choked to death in the township of Talmadge, near Berlin, yesterday morning, and her daughter, Mary Pierce, aged thirteen, and her grandson, George Chesbro, aged seventeen, are in juli here, charged with murder. Mrs. Pierce was fifty three years old and the mother of a large family. Mr. Pierce left the house early in the morning to work on a neighboring farm. About 10 o'clock Mary came running to him, saying that her mother was dead. He found the body of his wife lying on the kitchen floor. Her cam

bility rests.

Levis, Que., July 9.—The scene in the Hotel Dieu at Levis after the arrival of the wounded from the Craigs Road wreck was something which an eye-witness can never forget. The unfortunate pilgrims all occupied beds in differ-ent wards of the hospital and were attended to ent wards of the hospital and Quebec, and by nuns by physicians of Levis and Quebec, and by nuns and women living in the town. The cries of some of them were fearful to hear. Physicians who ar-rived this morning from the scene of the accident report nine dead and twenty-nine wounded, but they thought several others were under the

WILL THE WOMEN BUY THE TROUSERS!

A NUMBER OF YOUNG MEN PROMISE TO WEAR KNICKERBOCKERS OR BLOOMERS IF CERTAIN WOMEN CLUB MEMBERS PURCHASE THEM.

The Entre Nous Club, of No. 257 Gates-ave., Brooklyn, a social organization made up of young men of advanced deas has issued a "manifesto" declaring its willingness to a man to wear knickerbookers or bloomers if the Brooklyn Ladies' Society, a neighboring club composed exclusively of women, will furnish the first fifty pairs of "pants." An agreement has been signed to that effect.

A FREE SILVER CANDIDATE WITHDRAWS. Jackson, Miss., July 9.—J. K. Vardaman, of Lo Flore County, free silver candidate for Governor, has written a letter announcing his withdrawal from the race for the reason, he says, that he "sees This leaves the contest between he cannot win." H. C. McCabe, of Vicksburg, the sound money candidate, and Senator A. J. McLaurin, the 16-to-1 champion. The probabilities of Senator McLaurin's election are largely increased.

BUSINESS BOOMING IN CALIFORNIA.

San Francisco, July 9.-Detailed reports received from all parts of the State show that California is in a new era of prosperity. New enterprises are under way in every direction. Most of the cities report substantial gains in population. The building of new stores and residences, the establishment of new storer and residences, the establishment of new and valuable industries and the enlargement and development of oid enterprises by novel devices, the application of electric power in quartz and hy-draulic mining, and the irrigation of vast tracts of the richest land in the State by means of great canals, are reported.

STEEL COMPANIES REORGANIZE.

Philadelphia, July 9 (Special).-At the meeting of the Reorganization Committee of the Pennsylvania and Maryland Steel companies, for the purpose of reorganizing, the following persons were chosen to the respective offices: President, Effingham B. Morris; directors, Luther S. Bent, N. Parker Short-Gest and Howland Davis; Executive Committee, Major L. S. Bent, chairman; George Philler and Alfred Earnshaw, Under the plans as outlined, it is understood that these gentlemen serve temporarily until the next annual meeting of the company, when permanent officers will be elected by the stockholders. ridge, George Philler, Alfred Earnshaw, John B.

ther expressed their regrets that the last not led been beaten. The actual result was not

n until it was officially announced. The first heat for the silver goblets (pair oars) won by W. Broughton (bow) and S. D. bury (stroke), of the Thames Rowing Club,

AN INGLORIOUS VICTORY. Fox (stroke), of Lady Margaret College, Cambridge.

bridge.

The second heat of the race for the silver goblets was won by Vivian Nickalls (bow) and Guy Nickalls (stroke), of the London Rowing Club, beating W. E. Crum (bow) and C. M. Pitman (stroke), of the New College (Oxford) Rowing Club, by three-quarters of a length.

The first heat of the Thames Challenge Cup, eight oars, was won by the St. John's (Oxford) Rowing Club, beating the Thames Rowing Club by a length and a half. Time, 7:36.

In the second heat the Amsterdam (Dutch) boat beat the Lady Margaret (Cambridge) crew

In the second heat the Amsterdam (Dutch) hoat beat the Lady Margaret (Cambridge) crew by two and a half lengths in 7:35-1-5.
For the Wyfold Challenge Cup, four oars, the first heat was won by the London Rowing Club.

cloudy in the early hours of the morning, and it the Thames rowing season would be marred by but the clouds lifted about 10 o'clock and the

sun shone brightly, while there was a refreshing of people gathered on the Berks and

The first heat in the Diamond Sculls (singles) resulted in a rowever for Guy Nickails, of the Lendon Rowing Club.

In the second heat for the Diamond Sculls, Guinness, of the Leander Boat Club, beat E. A. Thompson, of the Argonaut Rowing Club, of Tecompson. Oxfordshire banks of the river at an early hour, inclosed grandstand on the Berks side of the finish was packed with beautifully dressed tadies and their escorts, and every accessible

with enthusiastic sightseers. To-day's crowds The principal contest of the day was the eight-

point along the course on both sides was jammed The drawing of lots for to-morrow's heats in cared race for the Grand Challenge Cup, which side, for the fourth heat, and Eton against Ne

FAWLEYS COURT REMENHAM LODGE

is rowed in heats, the final one being decided on | College (Oxford), on respectively the Berks and the last day of the regatta. The crews entered | Bucks sides, for the fifth. for this race were the Leander Boat Club, the The river presented a beautiful sight. Every lders of the cup; the Thames Rowing Club, the thing was full of animation. The houseboats and launches that lined the river as far as the

London Rowing Club, the New College (Oxford) Rowing Club, the Cornell University Boat Club, Trinity Hall (Cambridge) Rowing Club and the Eton College Rowing Club. The first heat was won by Trinity Hall, who beat the London Rowing Club by six lengths. The second heat was won by the Eton eight, who heat the Thames Rowing Club crew a length and a quarter.

THE CONTEST OF THE DAY.

the race. The wind was blowing strong off

the Berks shore, which favored the Cornells, who

Then came the heat of the greatest interest, both to Englishmen and Americans. The Cornell Leander Boat Club, which won the cup last year and were considered the strongest crew entered

namer of the Cornell crow, was unable to taken on board the umpire's launch, which folws the boat over the course, as Mr. Willand, e umpire, thought she was already filled. Leanders shouted "No." but apparently Willand did not hear them, as he said, "Go!" and the Cor-

nells went off in good style. The umpire's launch adily followed them down the course, while the first support of the firs Cornells, after rowing at a pretty fast pace for while reduced their speed until their stroke was little less than paddling. They occupied eight course. The Cornell boys, of whom there were a large number present, ran along the towpath cheering the men and filling the nir with the

Cornell cry, which was taken up by the Americans occupying househoats along the course. In the mean time the Leander crew remained

at the post, declaring that they would lodge a protest against the heat being given to Cornell. It appears that when the umpire asked if they were ready some one in the Leanders' boat said "Yes" whereupon the umpire gave the word, "Go." Almost at the same time the stroke of the Leanders shouted, "No. no!" The Leanders, or part of them, at least, made a faint attempt to get away as the Cornells started, but it was evident that the crew had no intention of going over the course, though for what reason nobody can imagine. As far as any one could see, they were quite as ready to start as the Cornells were, though it may be true that they were not ready. Anyway,

it was a very unfortunate misunderstanding, to

may the least. The Leanders have protested the

the river, and were thought to have the best charge to take the cup, and were, consequently, very heav-dy backed in the betting. When Umpire Williamd gave the word to go the most intense excitement prevailed among the thousands of spectators who heat, and it remains to be seen whether the Cornells will be allowed to retain it or not. In the first heat for the Grand Challenge Cup the Trinity Hall crew drew shead immediately after leaving the starting point, and at the head of Temple Island, they were a quarter of a length in the lead. At the Rectory, about quarter of the distance to the finish, they were a clean length shead Their time at the Fawley Court hoathouse, midway of the course, was 3 minutes 30 sec-They were then two lengths ahead, and kept increasing this lead until they won by a good four lengths. Their time for the full course was

7 minutes 30 seconds. The London club's boat at no time had a chance of winning. In the heat between the Thames and the Eton College Rowing Clubs the Thames boat led slightly just after the start, but the Eton boys were a quarter of a length ahead at the quarter mile, half a length at the Rectory and threeinclosure it was learned that Mr. Willand gave the word to start after having asked the crews if they were ready. He states that he heard no negative reply from either boat until immediately after the start, when he heard the Leander men protesting. He thought he had given the crews a fair start, and could see no reason for calling the boats back, especially as the Leanders had puiled four or five strokes. It was not until the Cornell men had reached the winning post that the umpire was informed by the other regatta officials on board the launch that the Leanders, before the start was given had said they were not ready. The umpire, notwithstanding these statements, maintained his right to award the heat to the Cornell crew.

The Leanders paidled down from their boathouse above the winning post, but did not again make their appearance during the afternoon, preferring to remain at their headquarters on Temple Island.

When seen this evening the members of the Leander eigh, all agreed in the statement that when the Williand asked "Are you ready" they shouled "No."

Colonei, Willand, on the other hand, is equally positive that he heard no reply to his question. The stem of the crew attempted to start, taking a few some of the crew attempted to start, taking a few some of the crew attempted to start, taking a few strokes, but that practically their boat remained at the post. quarters of a length at the farm. Their time at the Fawley Court hoathouse was 3 minutes and a seconds, when they were a length and a quarter ahead. The Eton boat was steered badly, being kept too much in the middle of the river, but this did not prevent their winning by a length and a quarter, covering the course in 7 minutes

and 34 seconds. FOR THE STEWARD'S CHALLENGE CUP. The Argonaut Rowing Club's four and the four of the London Rowing Club rowed a terrific race in the first heat for the Steward's Challenge Cup. The Argonauts reached a stroke of forty-two to the minute and the Londoners rowed at a forty Broke. There was never a distance of half a eagth between them, and first one led by a few tet and then the other. Coming to the winning lost the London crew made a final effort and the Canadians, feeling the effects of their tramendous ertions, were beaten by about three feet. The halsh was so close indeed that it was at first bought that the Argonauts had won, and rebots to that effect were flashed broadcast by

strokes, but that practically their boat remained at the post.

The second heat of the race for the diamond sculls, which was contested by Guinness, of the Leander Rowing Club, and E. A. Thompson, of the Argonaut Rowing Club, of Toronto, excited great interest. Guinness had the Berks side of the course, and Thompson the Bucks. The wind, although not strong, was more favorable for Thompson, but in other ways he was unfortunate, for at the eighteenth stroke his shell struck a pile and he narrowly escaped being upset.

Guinness, just at this time, had a slight lead, which he increased in consequence of his opponent's mishap by a couple of lengths. Thompson, however, as soon as he had recovered himself, settled down and began drawing up on his leader, gaining stead-Continued on Seventh Page.

AN EFFORT TO HAVE HER READY BY THURS-[BY TELEGRAPH TO THE TRIBUNE.]

some of her strengthening braces and boits, which

been customary.

CAPTAIN HAFF IS SATISFIED

COMPARING THREE GREAT YACHTS.

was an opportunity for yachting critics to exchange notes, as well as to make mental comparisons. The Colonia and the Vigilant have a close resemblance on the water, so far as lines of locat and sail equipment go; the Defender is sparred differently. That is, she has a height of mast about four feet greater than have the other two yachts. Her topmasthead is also greater in height, but this is made necessary to meet the demands upon it because of the change in shape of sail. The mainsail has a greater incline of peak, thus glying a greater area of mainsail. The thus giving a greater area of mainsail. To mainsail of the Defender has an area of 6.38 square feet, or 685 more than that of the Vigilian

HOW YACHTSMEN VIEW THE DEFENDER.

N. Y. Y. C. CUP RACES. Mr. Iselin, one of the owners of the new yacht Defender, did not come to New-York yesterday,

westward in time to enter for the cup races to be given by the New-York Yacht Club over course. outside Sandy Hook Then she will accompany the New-York Yacht Club squadron on the August cruise. As far as can be gathered from the members of the New-York Yacht Club there is a gen fender. She is considered a great sail carrier. She runs remarkably well and is fast to windward Her real abilities in thes. espects will naturally be first tested off Sandy Hook on July 29 and 22. A prominent yachting man who was seen by The Tribune reporter yesterday began his remarks by speaking of the necessary weakness of the information heretofore published as to the new

boat. This man says that the Defender has a bigger percentage of displacement in ballast than any other racing yacht affoat, to begin with. Her ballast for her displacement is simply enormous. Then she is narrower, has less beam in proportion than any other boat of her measurements. The result is she has increased power and decreased resistance, qualities obtained by the refinement of her construction. It has cost \$20,000 more money of her construction. It has cost \$20,000 more money than was ever before spent on a racing yacht to get this finished construction. The contract price for the Vigilant was \$55,000, for the Defender it was \$75,000, It cost \$50,000 to put the Colonia together. The manner in which the weight of the Defender's top works has been kept down is a marvel of mechanical skill. If Valkyrie III was built as light above water as is the Defender, with wooden clarking it is estimated that she would wooden planking, it is estimated that she would have sides of only one and an eighth inch in thick-ness. Yachtsmen know by what a skilful blend-